BookletChart™

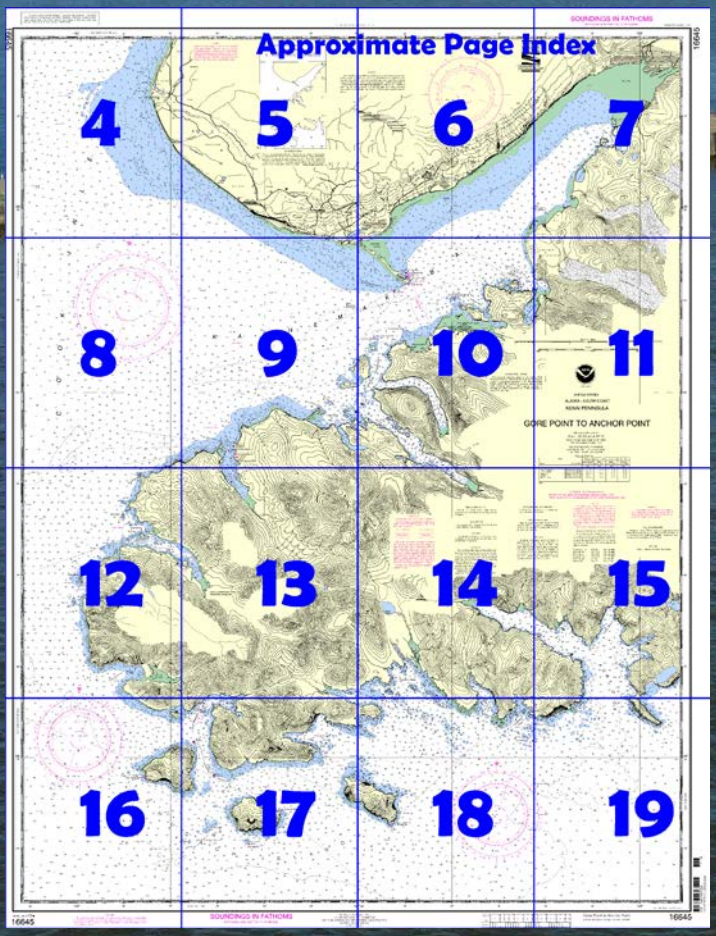
Gore Point to Anchor Point

NOAA Chart 16645

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

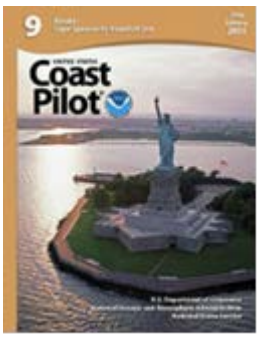
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16645.

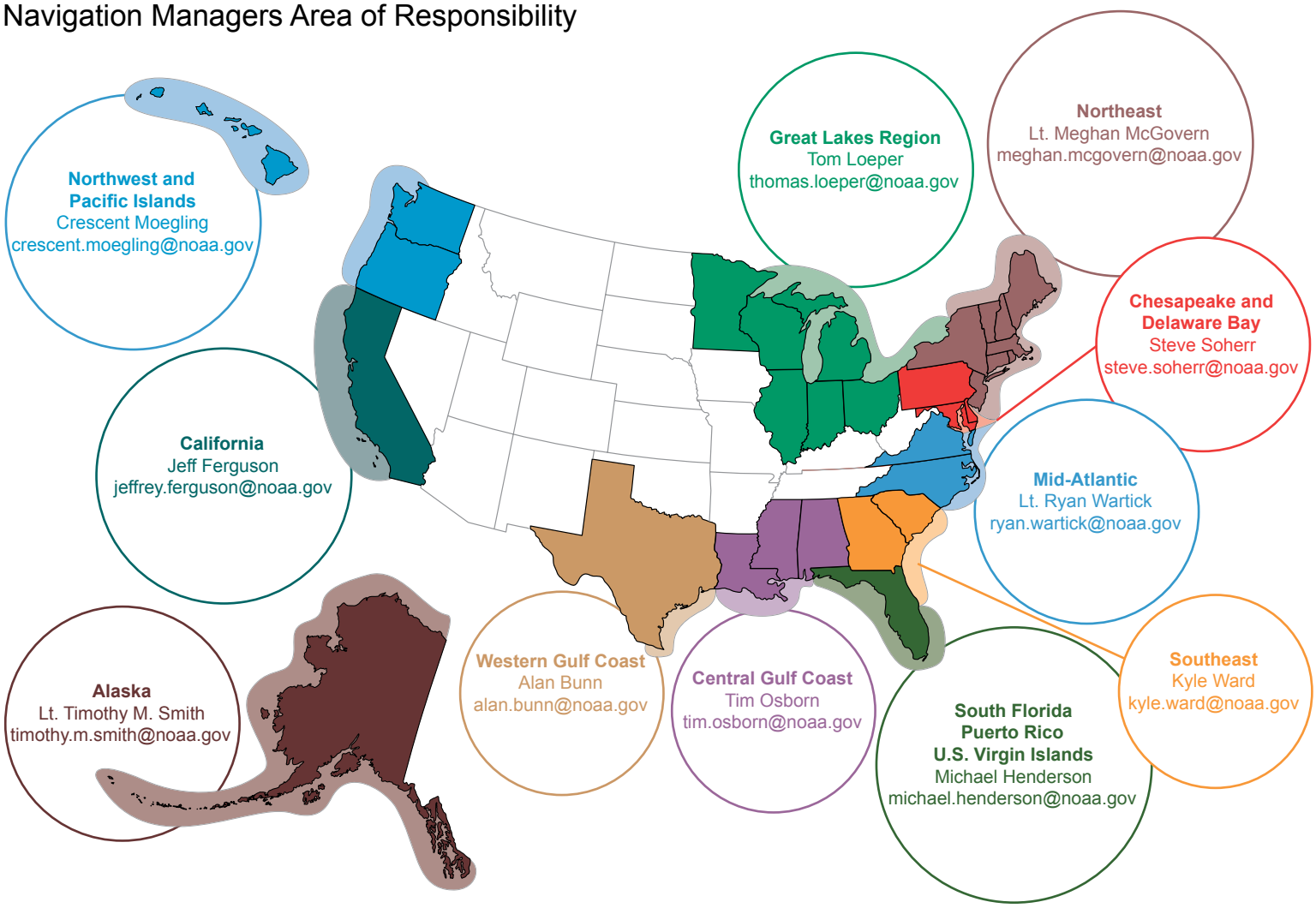


(Selected Excerpts from Coast Pilot)
Currents, Chugach Passage.–E of Elizabeth Island the flood sets N and the ebb S with velocities of 3.1 knots and 1.8 knots, respectively. (See the Tidal Current Tables for daily predictions.)
It is reported that the turn of the current in the main passage S of Elizabeth Island occurs earlier than in Chugach Passage. In the area S of the Chugach Islands, tidal currents are much stronger near the islands than the deep water farther S.
Heavy tide rips occur from the NW end of Perl Island to the W end of the passage. The heaviest rips are in the vicinity of Perl Island with an ebb current and E wind or with a flood current and a W wind. Heavy rips also occurs off the SE point of East Chugach Island. Another significant tide rip occurs 0.8 to 1.5 miles N through NW from the NW point of E Chugach Island, especially with ebb currents and N winds.
Currents.–The tidal currents have little velocity in the entrance and harbor, but in the approach on either side of Elizabeth Island there are strong tidal currents, and at times tide rips.
The coastline between Port Chatham and Koyuktolik Bay is foul, and thick kelp extends as much as 0.5 mile offshore.
Caution.–Vessels transiting to and from Homer to the N are advised to stay 3 miles offshore from Bluff Point and 5 miles offshore from Anchor Point to clear the shoals and kelp and most fishing vessel traffic.
Currents.–From Dangerous Cape, a flood current sets up Kachemak Bay with a velocity of 1 to 2 knots in a NE direction, and the ebb flows in a SW to W direction. The currents at the mouth of the bay are uncertain, and may vary from place to place, making it difficult to make correct allowance for set in crossing from Anchor Point to Seldovia. Currents of up to 4 knots have been reported throughout the Bay.
Fogs are common to the area. Ground fogs occur most frequently in winter, with the heaviest fogs reported to be in summer. Homer and Seldovia occasionally report fog conditions.
The annual mean temperature of the area is about 38°F (3.3°C). July and August are usually the warmest months. The temperature can range from a high of nearly 90°F (32.2°C) to well below zero (-17.8°C).
Ice forms in the freshwater streams and within areas of relatively little water movement or where a skim of freshwater rides over the saline water. The boat harbor at Homer and the NE side of the Spit will pack with slush and pan ice during the colder periods (especially in NE winds), but rarely halts small-boat traffic completely.
Currents.–Both ebb and flood currents reportedly run fair with the E shoreline of the bay. Small eddies formed by the current have been observed near and in the entrance during a period of approximately half floodtide. The reported maximum velocity of the ebb and flood currents is about 3 knots. The average is reported to be 1.5 knots.
Pilotage, Homer.–Pilotage except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. Pilots are available from the Southwest Alaska Pilots office at Homer; call sign, KCE-203, on VHF-FM channels 10 and 16 (24 hours daily); telephone — 907-235-8783, FAX 907-235-6119, cable address SWAPILOT HOMER. A 36-hour notice is required.
Vessels meet the pilot boat about 1 mile S of Homer Spit Light (59°36.0'N., 151°24.6'W.) in Kachemak Bay, off Homer. The pilot boat can be contacted by calling "KATMAI" or "MARY DELE" on VHF-FM channels 10 and 16, or through the Southwest Alaska Pilots office at Homer, mentioned earlier. The pilot boats are a 55-foot aluminum boat (KATMAI) and a 42-foot trawler, green hull, red and white deckhouse (MARY DELE). Both have the word "Pilot" forward. The pilot boat displays the appropriate day and night signals when on duty. Vessels picking up a pilot should maintain a speed of about 6 knots and have the pilot ladder 3 feet above the water.
Caution.–Ships entering Kachemak Bay to pick up a pilot off Coal Point before continuing into Cook Inlet have been reported coming dangerously close to the Archimandritof Shoals, which extend W from Homer Spit and are marked on the SE side by a lighted buoy. These instances occur when piloting on small-scale British Admiralty Charts, which do not show these shoals. Mariners are advised to use the largest scale chart available for this area and to give these shoals a wide berth.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

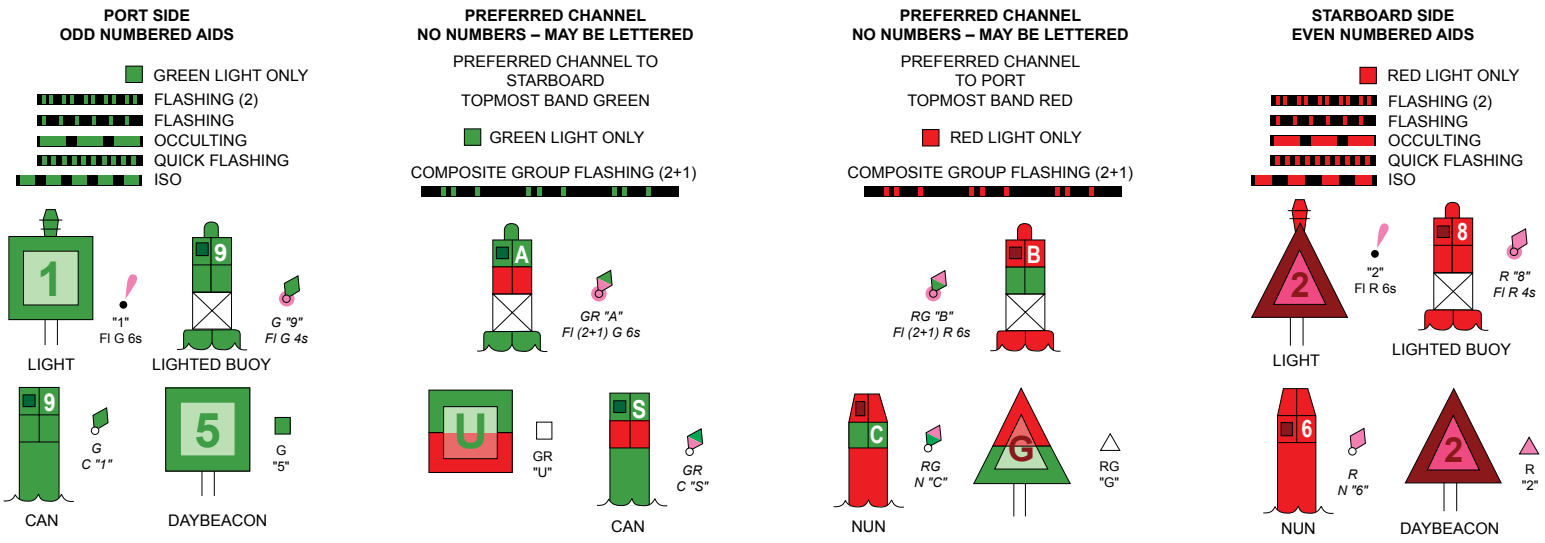


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

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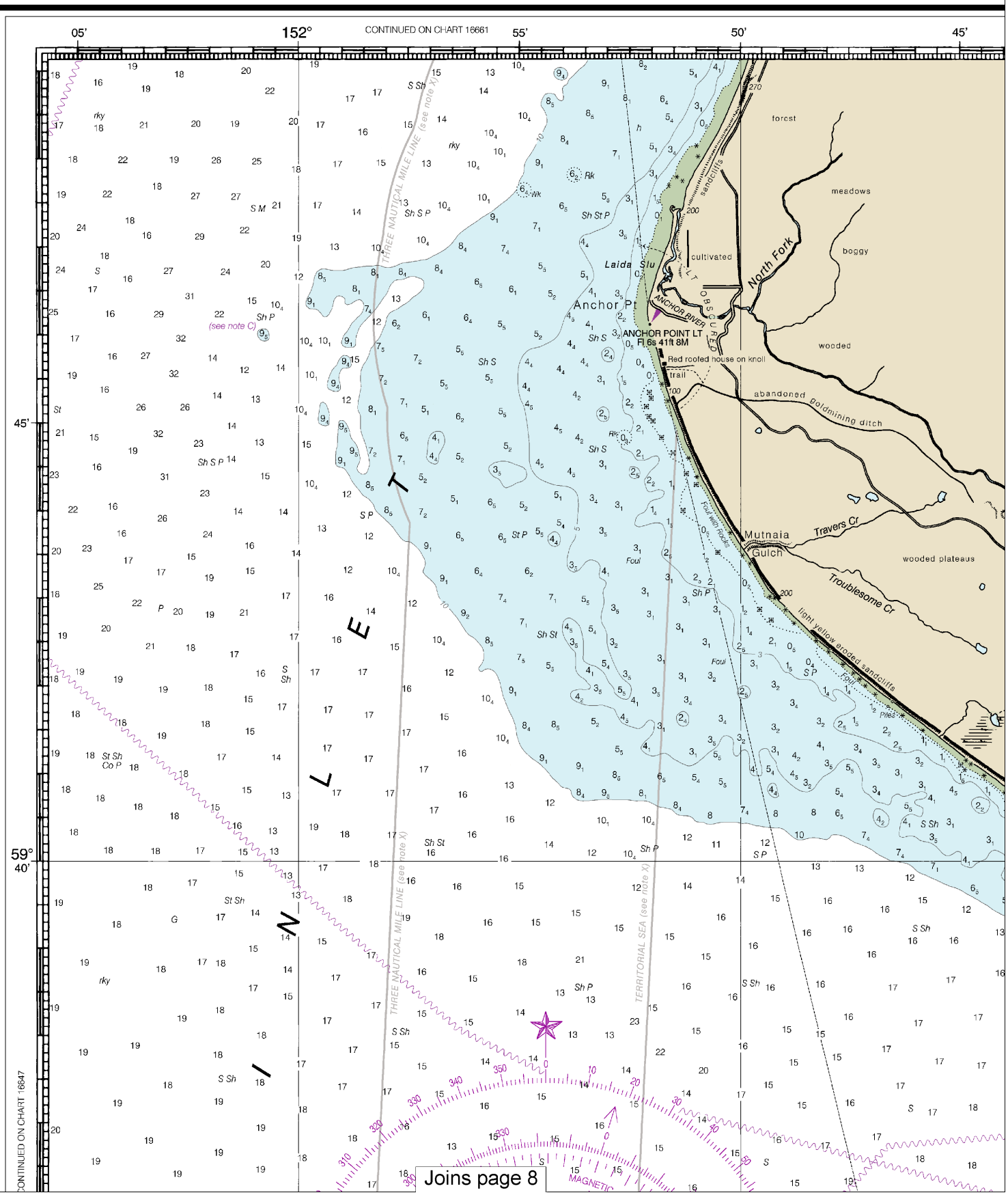


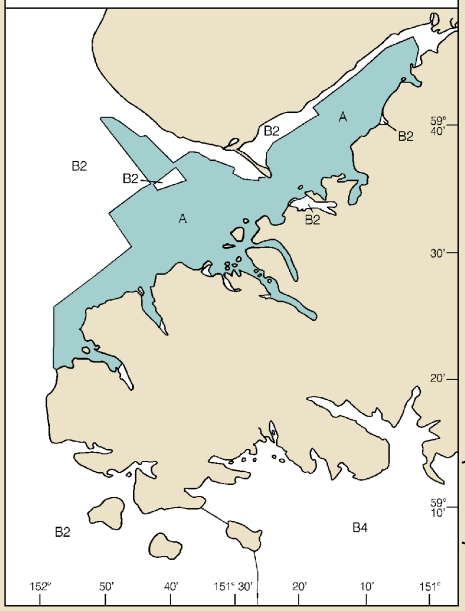
4

Note: Chart grid lines are aligned with true north.

40' 35' 151° 30' 25'

SOURCE

A	1990-2009	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE C

Mariners are encouraged to use extreme CAUTION when approaching Kachemak Bay on a south or central course due to extreme heavy concentration of fixed crab fishing gear and fishing vessels. Vessel transits to and from Homer not more than two miles seaward from the 10 fathom curve from Anchor Point to Bluff Point should clear the fixed gear.

CAUTION

The Cook Inlet area is affected by land uplift due to forces such as post-seismic crustal rebound. As a result, the tidal datums including mean lower low water, the plane of reference used for depth soundings, have changed throughout this region. Tidal datums were updated in 1999 and depths of 11½ fathoms or less on this chart were adjusted accordingly to account for this uplift. As the uplift rates can only be estimated and areas continue to rise, depths may be shoaler than charted. Mariners are urged to exercise caution.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 9, Chapter 3 for details.

Joins page 6

heavily wooded
wooded
PARABOLIC ANTENNA
Diamond Ridge
Diamond Gulch
Bluff Pt
Diamond Cr
Kachemak City
Miller's Ldg
Fritz Cr
Mud Flat with Scattered Boulders
Homer
Hospital
Homer Airport
Beluga Lake
AERO R Bn 277
AERO Rot W & G
Coal Bay
Mud flat
Mud Bay
Homer Spit
Wreckage
Submerged Piles
Q R 20ft 4M "2"
Cy Sh
S Sh St
M Sh
Foul
Rk
Blds
Trail
Columbine

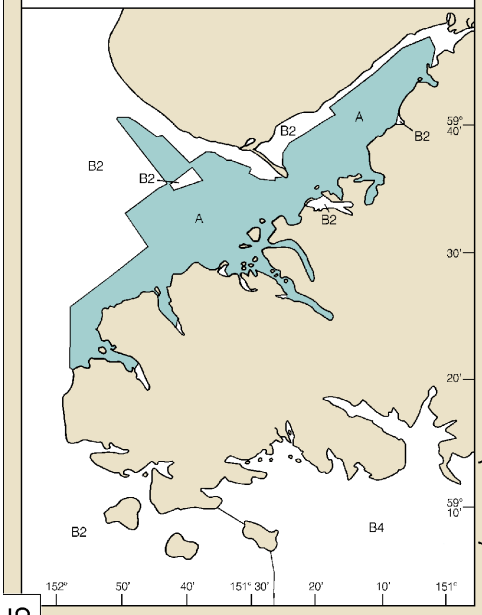
Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:110216. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

40' 35' 151° 30' 25' 20'

SOURCE

A	1990-2009	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



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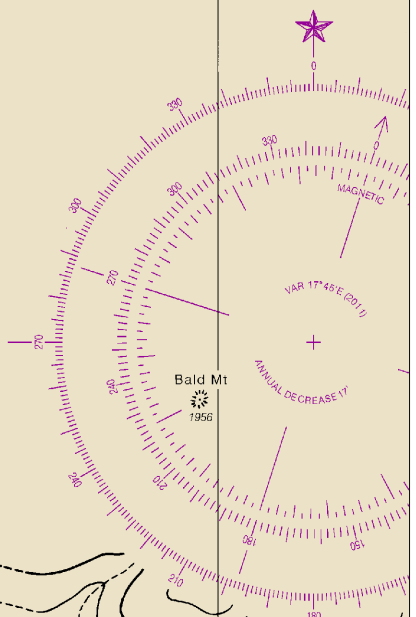


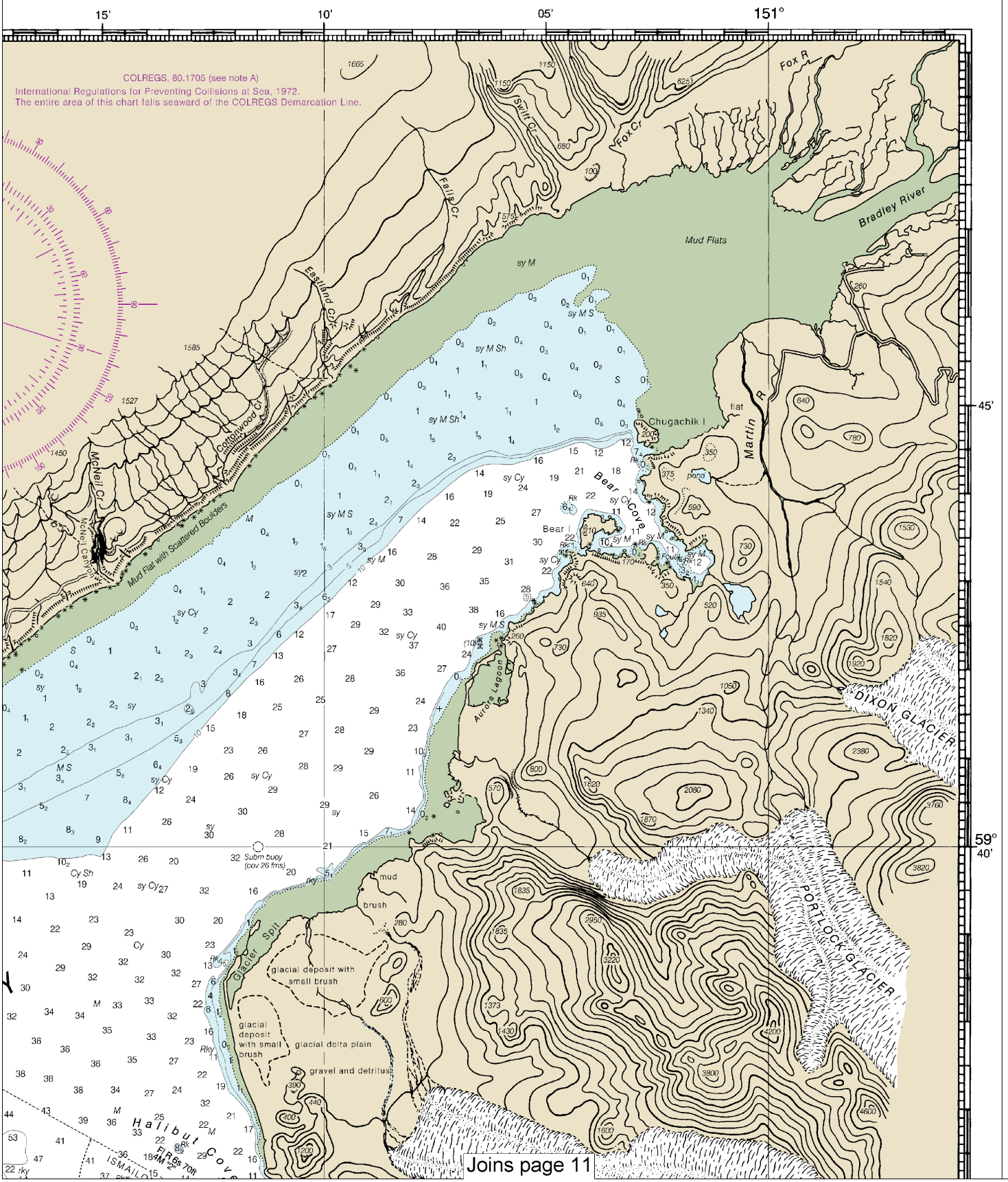
Joins page 5

Joins page 10

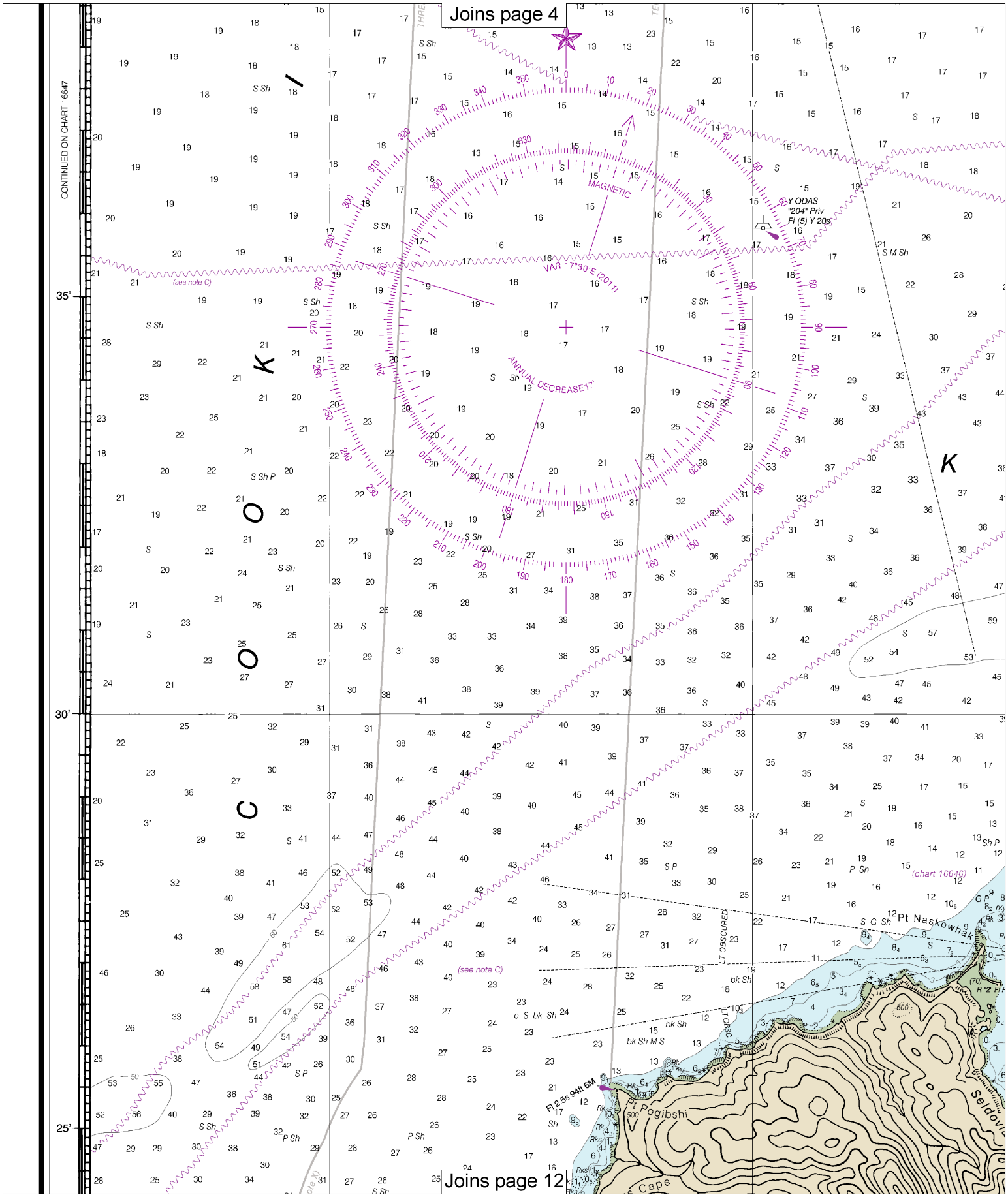
wooded
PARABOLIC ANTENNA
Diamond Ridge
Bluff Pt
Diamond Cr
Kachemak City
Millers Ldg
Fritz Cr
Mud Flat with Scattered Boulders
Homer
Hospital
Homer Airport
Beluga Lake
AERO R Bn 277
AERO Rot W & G
Coal Bay
Mud flat
Mud Bay
Homer Spit
Wreckage
Obstn
Q R 20ft 4M "2"
Cy Sh
M S P
M S
M Sh
Well PA Covered (14 fms)
1080
1490
1465
1400
800
750
122
223

Note: Chart grid lines are aligned with true north.

16645

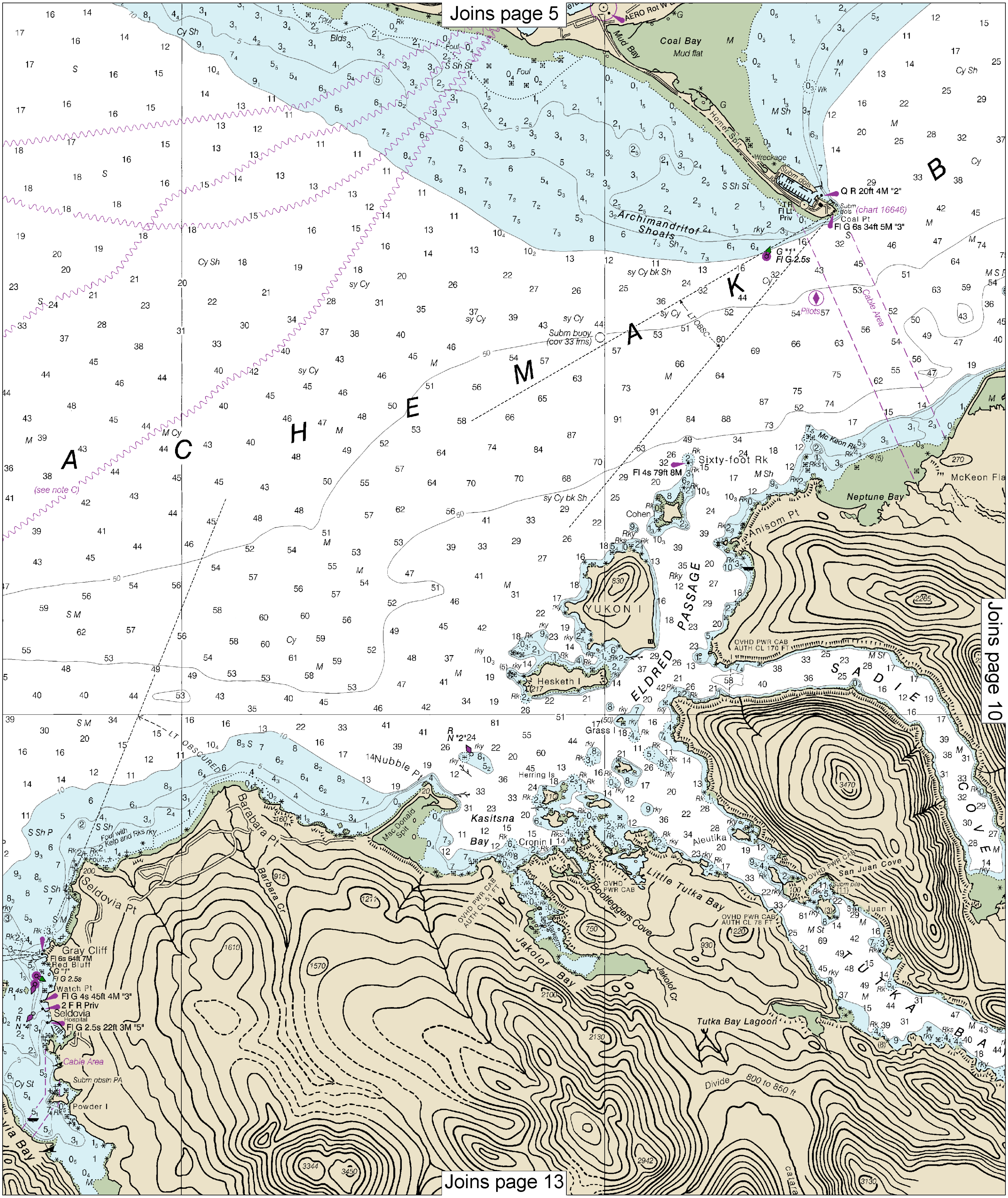


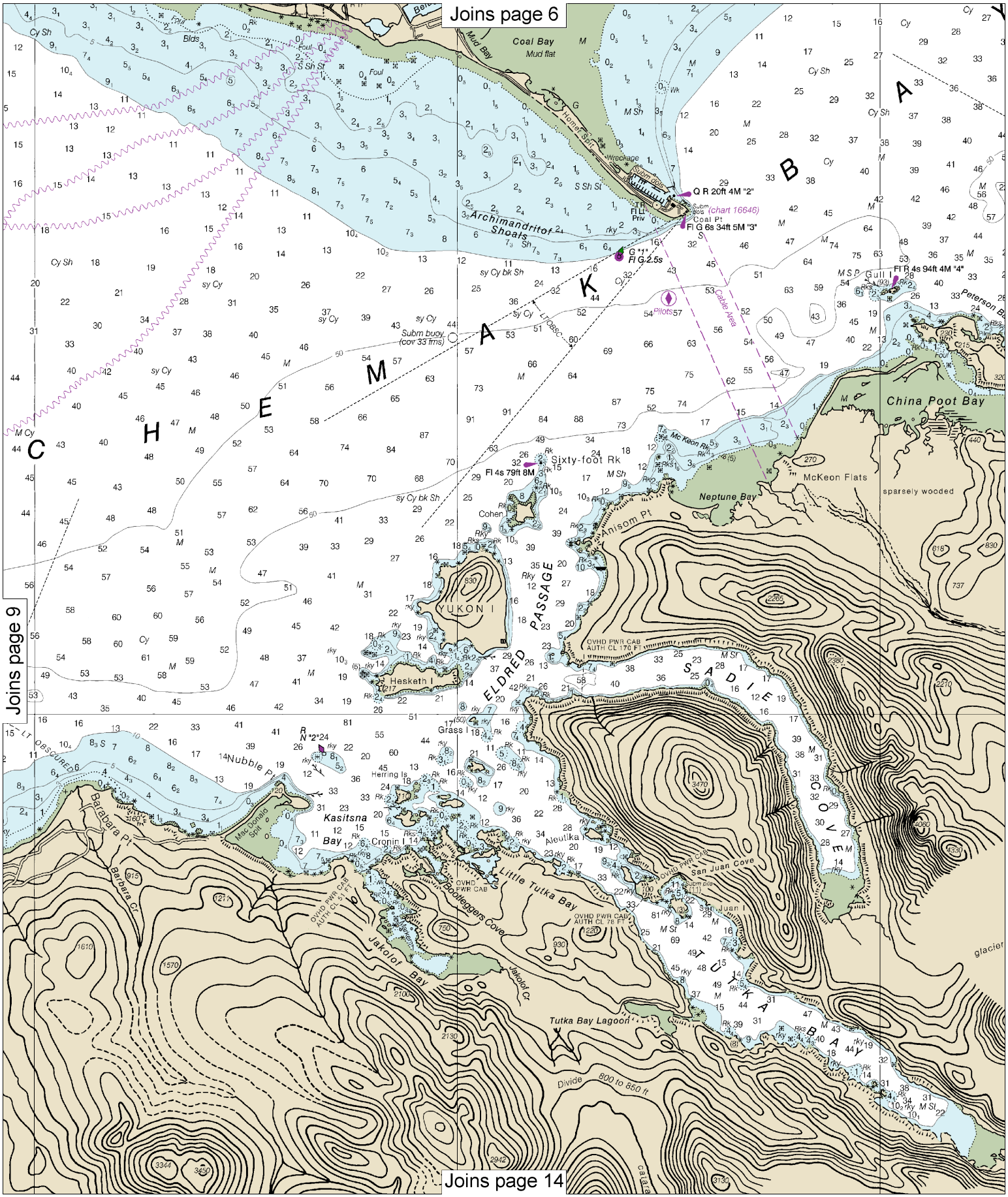
20th Ed., Nov. 2011. Last Correction: 12/12/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)



8

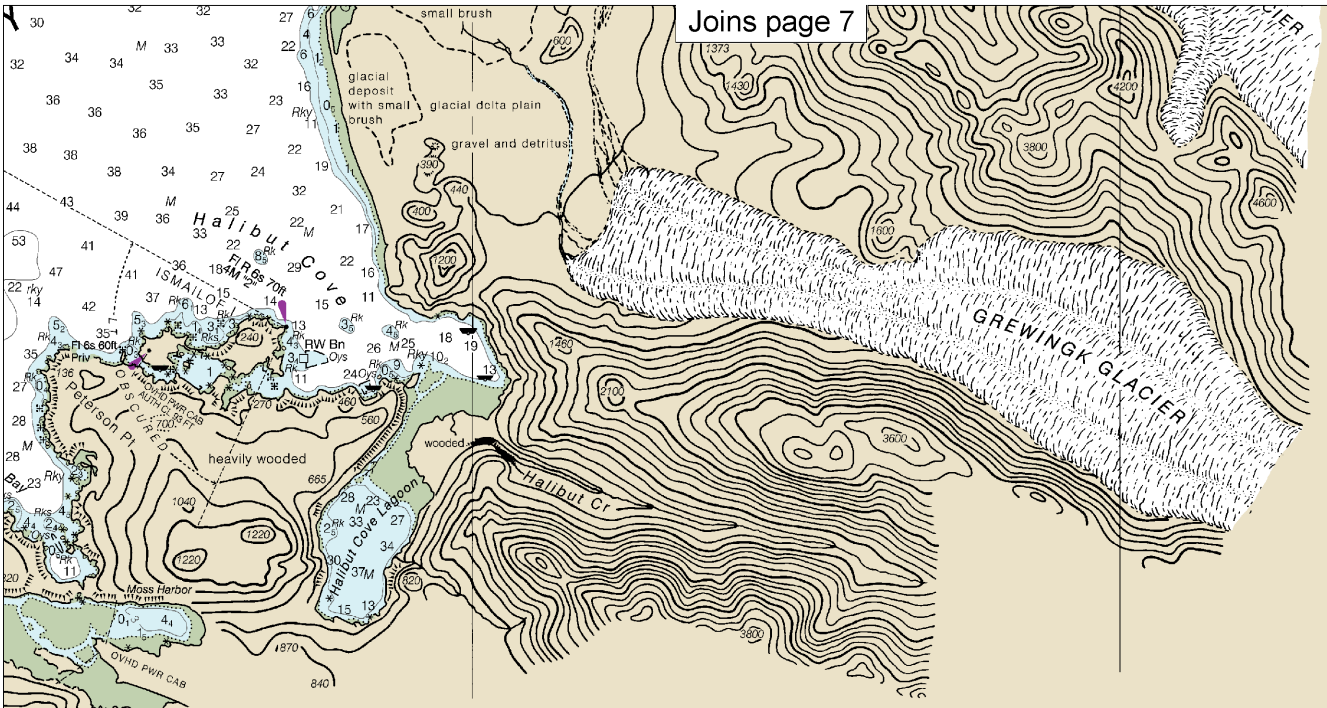
Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 10
Joins page 13
KACHEMAK BAY
Coal Bay
Mud flat
Mud Bay
Homer Spit
AERO Rot W
Wreckage
Archimandritof Shoals
Coal Pt
Q R 20ft 4M "2"
Fl G 6s 34ft 5M "3"
(chart 16646)
G "1" Fl G 2.5s
Cable Area
Pilots
Subm buoy (cov 33 fms)
LT OBSC
LT OBSCURED
(see note C)
Sixty-foot Rk
Fl 4s 79ft 8M
Mc Keon Rk
McKeon Fla
Neptune Bay
Anisom Pt
Cohen I
YUKON I
ELDRED PASSAGE
Hesketh I
Grass I
SADIE COVE
OVHD PWR CAB AUTH CL 170 FT
Nubble Pt
R N "2"
Herring Is
Kasitsna Bay
Cronin I
MacDonald Spit
Barabara Pt
Barabara Cr
Seldovia Pt
Aleutika I
Little Tutka Bay
Bootleggers Cove
OVHD PWR CAB
OVHD PWR CAB AUTH CL 51 FT
OVHD PWR CAB AUTH CL 78 FT
Jakolof Bay
Jakolof Cr
San Juan Cove
San Juan I
TUTKA BAY
Tutka Bay Lagoon
Divide 800 to 850 ft
Gray Cliff
Fl 6s 64ft 7M
Red Bluff
G "1" Fl G 2.5s
Watch Pt
Fl G 4s 45ft 4M "3"
2 F R Priv
Seldovia
Hospital
Fl G 2.5s 22ft 3M "5"
R N "4"
Cable Area
Subm obstn PA
Powder I
Seldovia Bay
Four with Kelp and Rks rky



10

Note: Chart grid lines are aligned with true north.



HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.294" southward and 7.594" westward to agree with this chart.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTH COAST

KENAI PENINSULA

GORE POINT TO ANCHOR POINT

Mercator Projection
Scale 1:82,662 at Lat 59° 30'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication

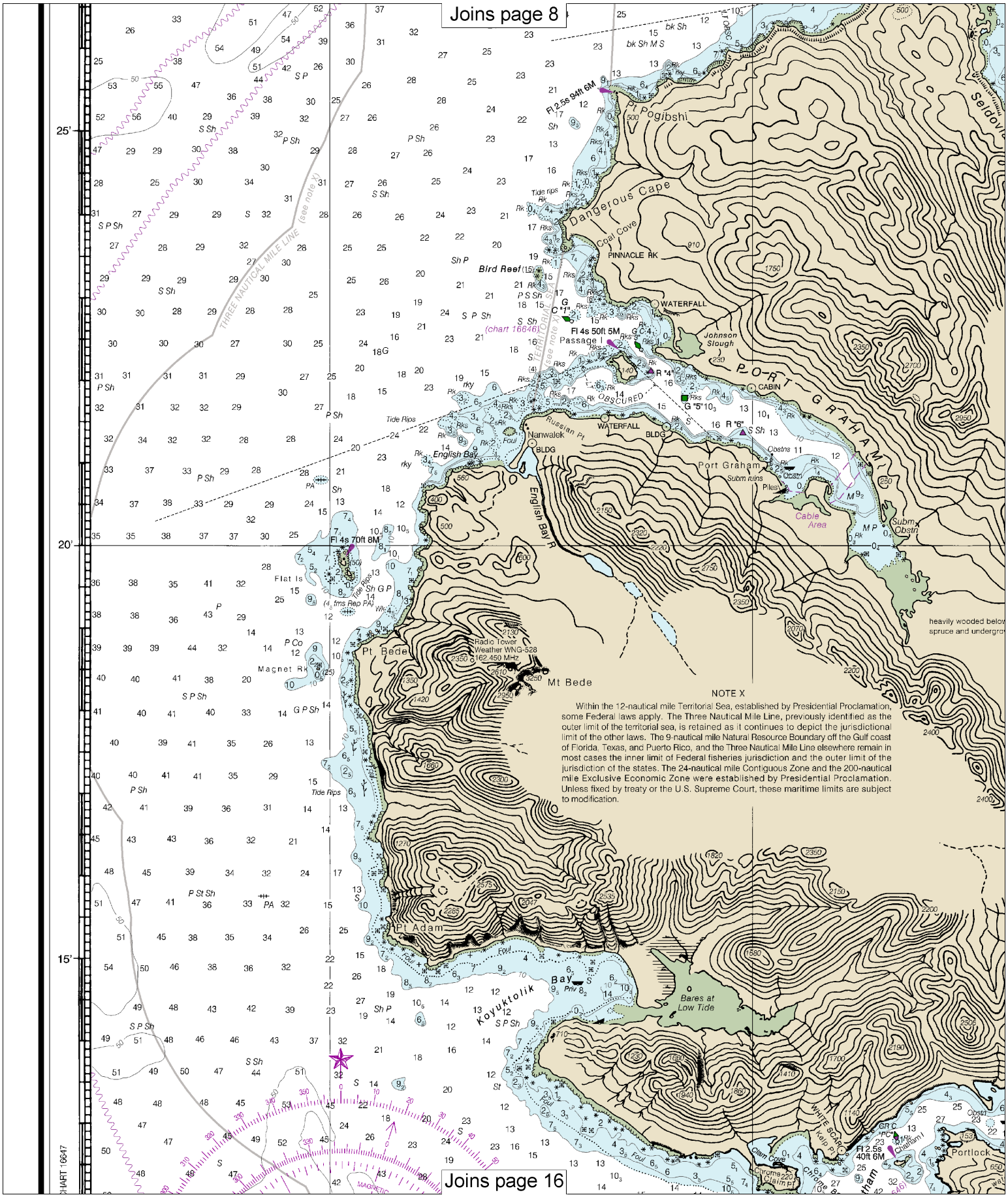
HEIGHTS

Heights in feet above Mean High Water.

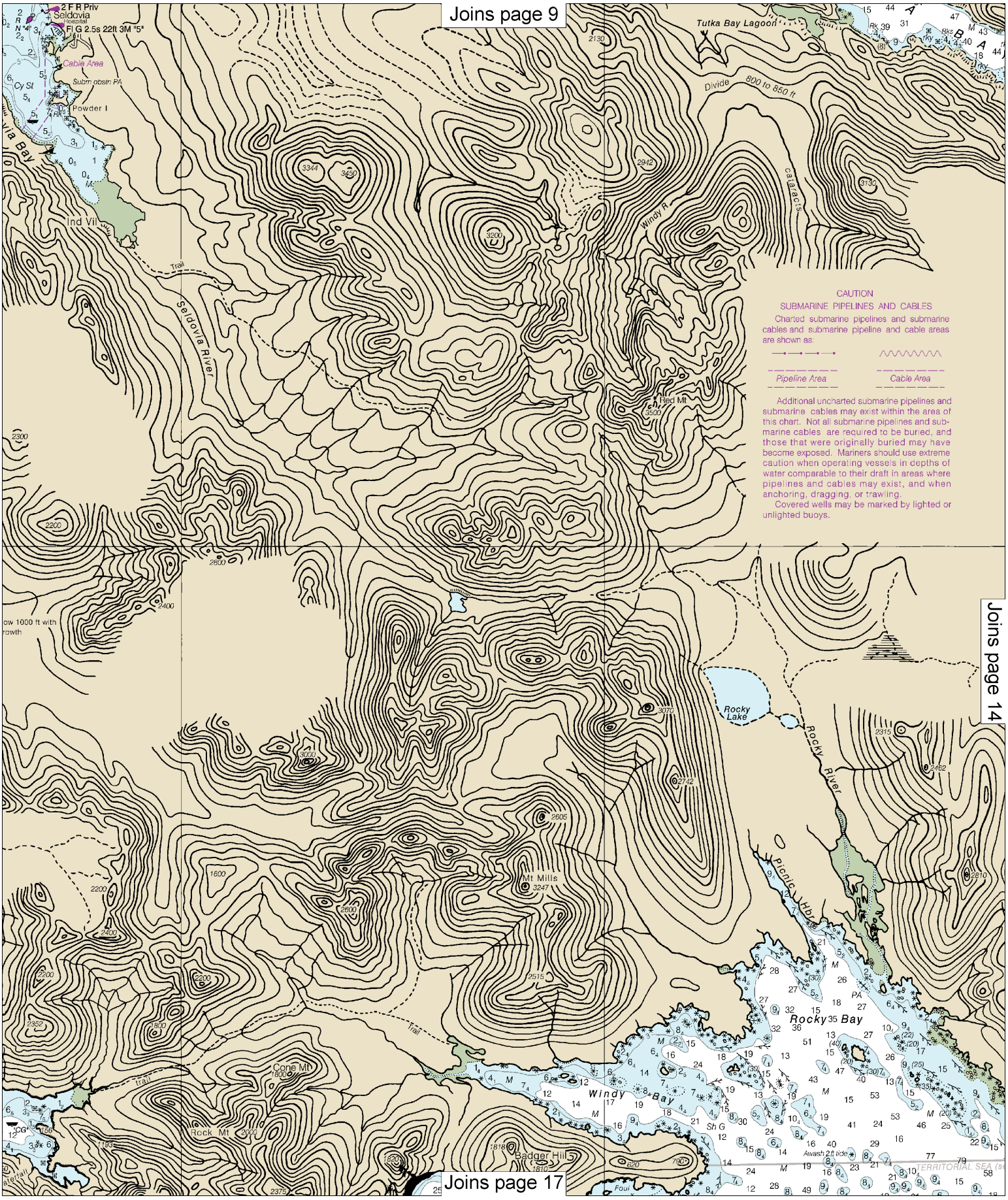
Joins page 15

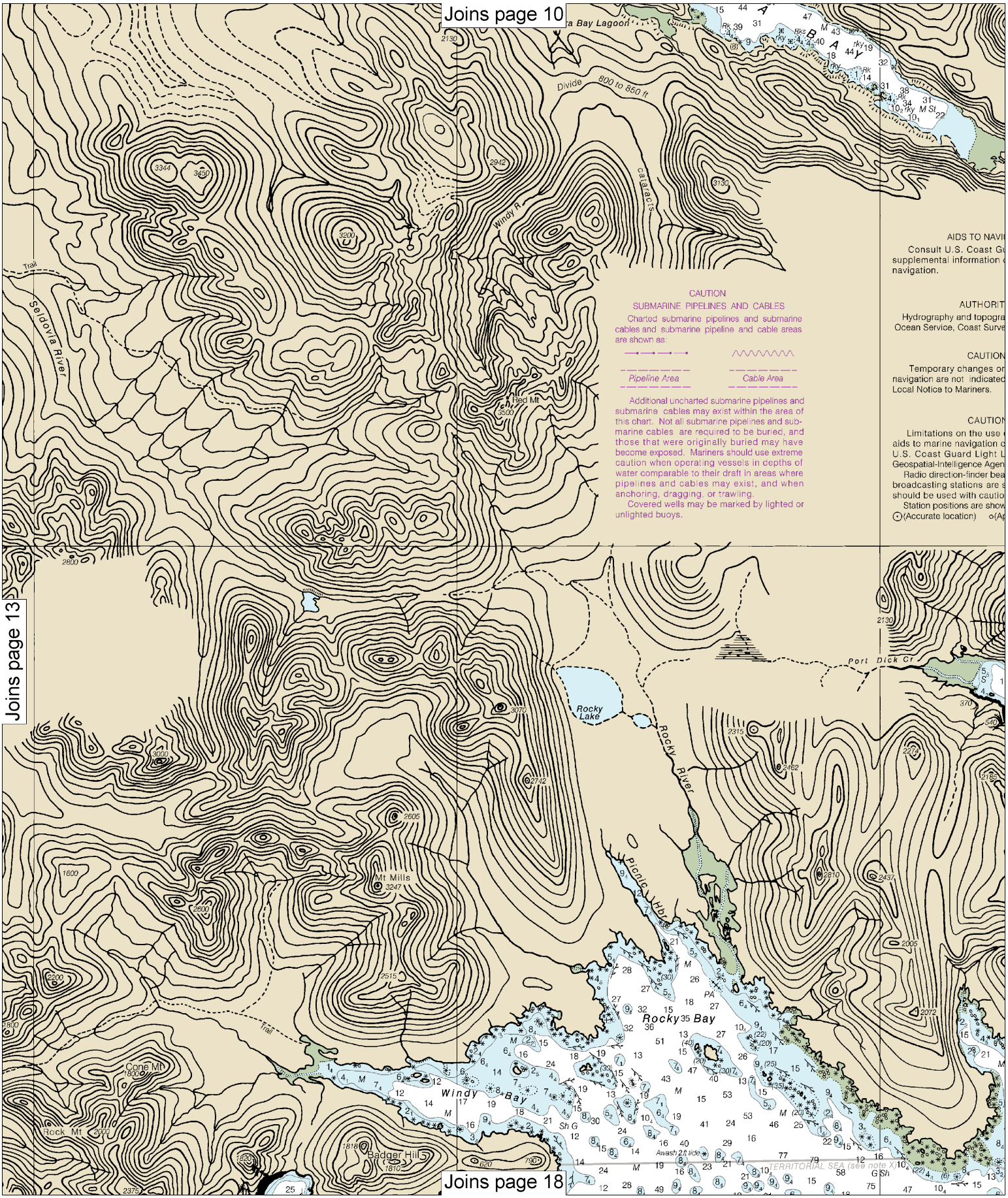
NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be



Note: Chart grid lines are aligned with true north.


Joins page 9
2 F R Priv
Seldovia
Hospital
Fl G 2.5s 22ft 3M "5"
Cable Area
Subm obstn PA
Powder I
Cy St
Ind Vil
Trail
Seldovia River
Tutka Bay Lagoon
Divide
800 to 850 ft
Windy R.
cataracts
Red Mt
3500
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.
Joins page 14
Rocky Lake
Rocky River
Picnic Hbr
Mt Mills
3247
Rocky Bay
Windy Bay
Cone Mt
1800
Rock Mt
3000
Badger Hill
Awash 2 ft tide
TERRITORIAL SEA
Joins page 17



Note: Chart grid lines are aligned with true north.

Joins page 11

SOU... S
(FATHOM... OMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

...VIGATION
...Guard Light List for
...n concerning aids to

...ITIES
...raphy by the National
...vey.

...ON
...or defects in aids to
...ed on this chart. See

...ON
...e of radio signals as
... can be found in the
... Lists and National
...ency Publication 117.
...earings to commercial
... subject to error and
...ion.
...own thus:
...(Approximate location)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Significant changes in depths and shoreline have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom subsidence of -5.4 feet at Homer and -3.7 feet at Seldovia. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except at these sites is not known.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HEIGHTS

Heights in feet above Mean High Water.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

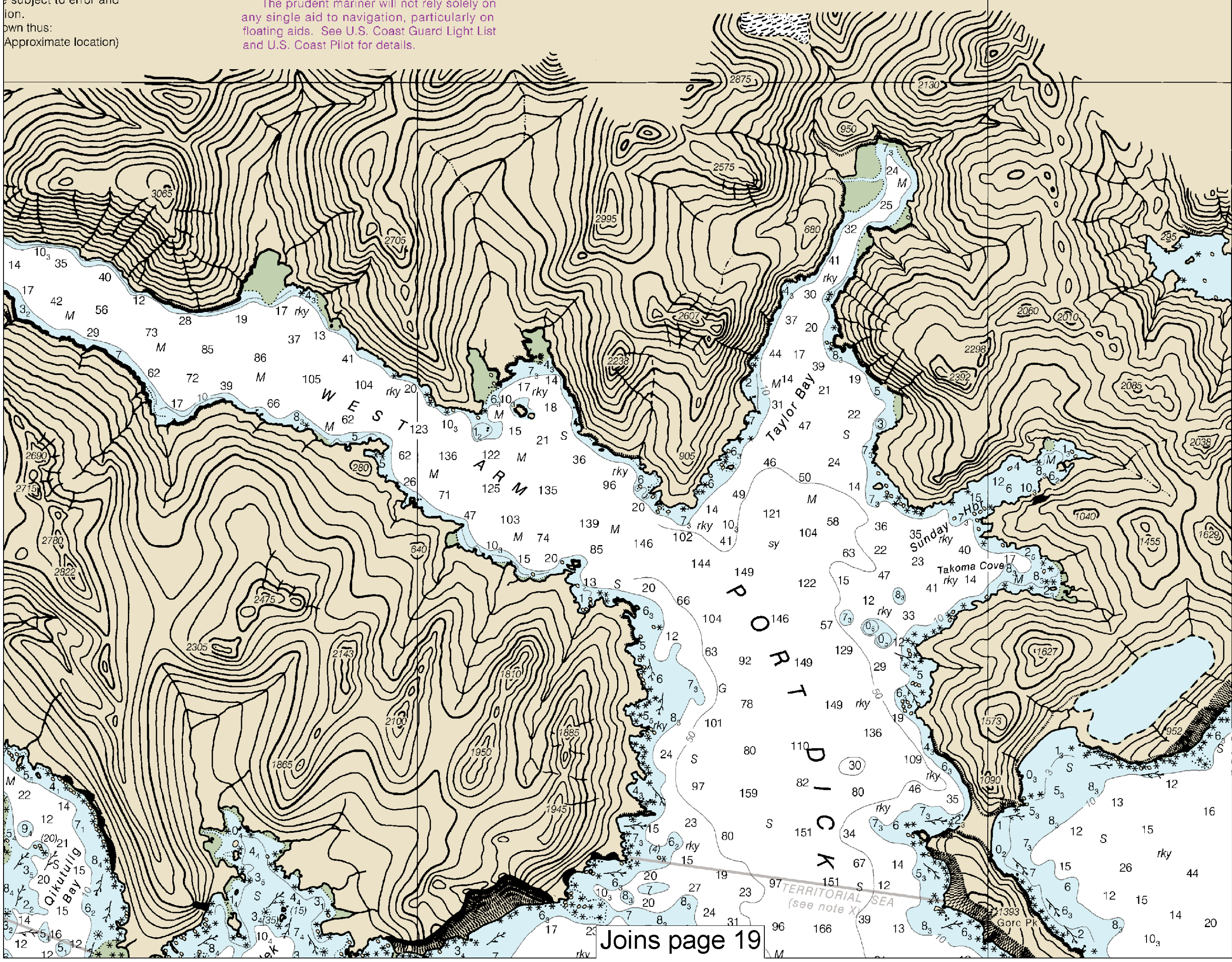
Raspberry I, AK	KZZ-90	162.425 MHz
Bede Mt, AK	WNG-528	162.450 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Rugged I, AK	WNG-526	162.425 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Homer, AK	WZJ-24	162.400 MHz

TIDAL INFORMATION

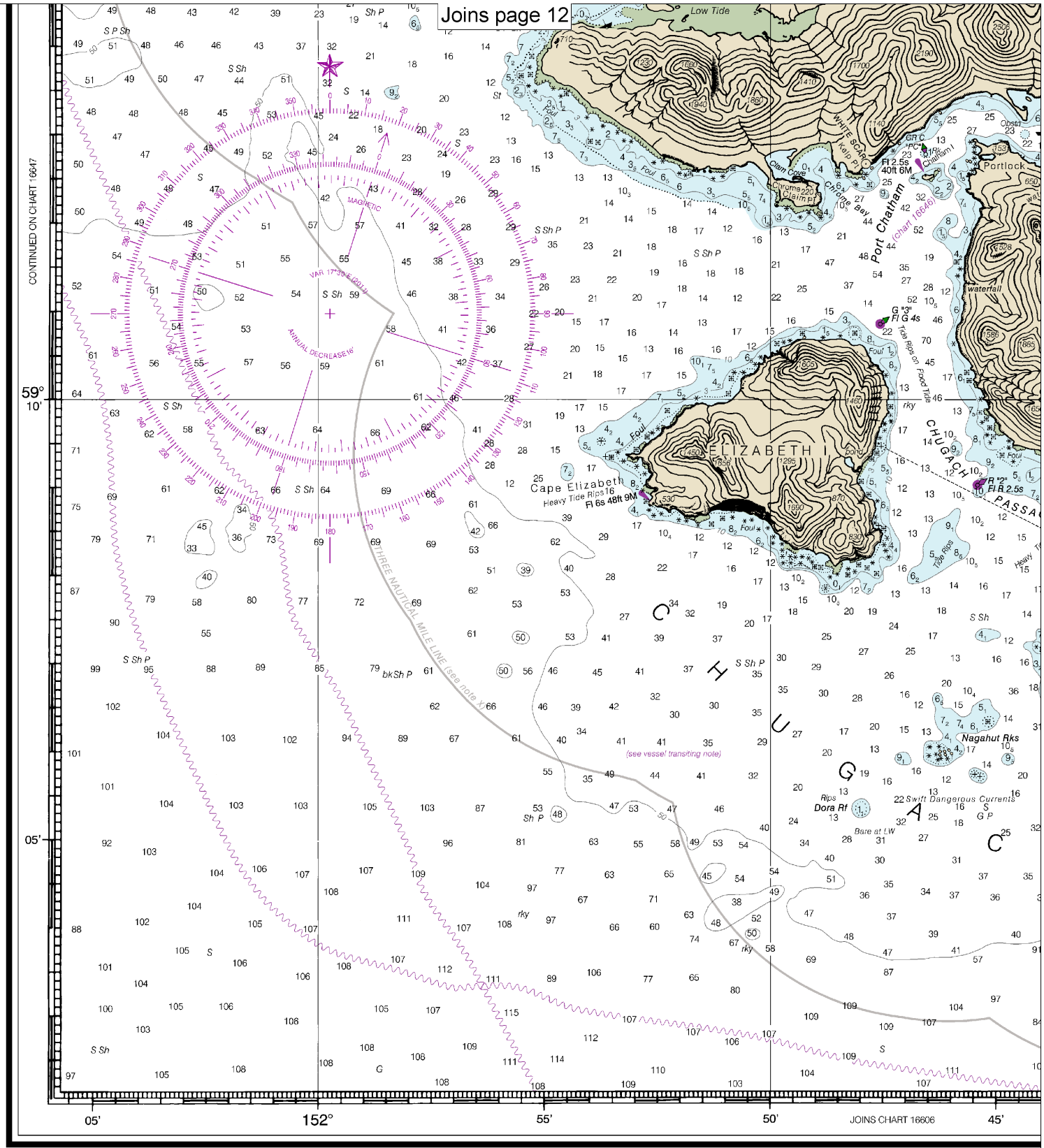
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Takoma Cove, Port Dick	(59°15'N/150°59'W)	12.1	11.2	1.4
Port Chatham	(59°13'N/151°44'W)	14.3	13.4	1.5
Port Graham	(59°21'N/151°49'W)	16.9	16.1	1.6
Homer	(59°36'N/151°25'W)	18.3	17.5	1.6
Anchor Point	(59°46'N/151°53'W)	18.3	17.5	1.7
Seldovia	(59°26'N/151°43'W)	18.0	17.2	1.7

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Oct 2011)



Joins page 19



CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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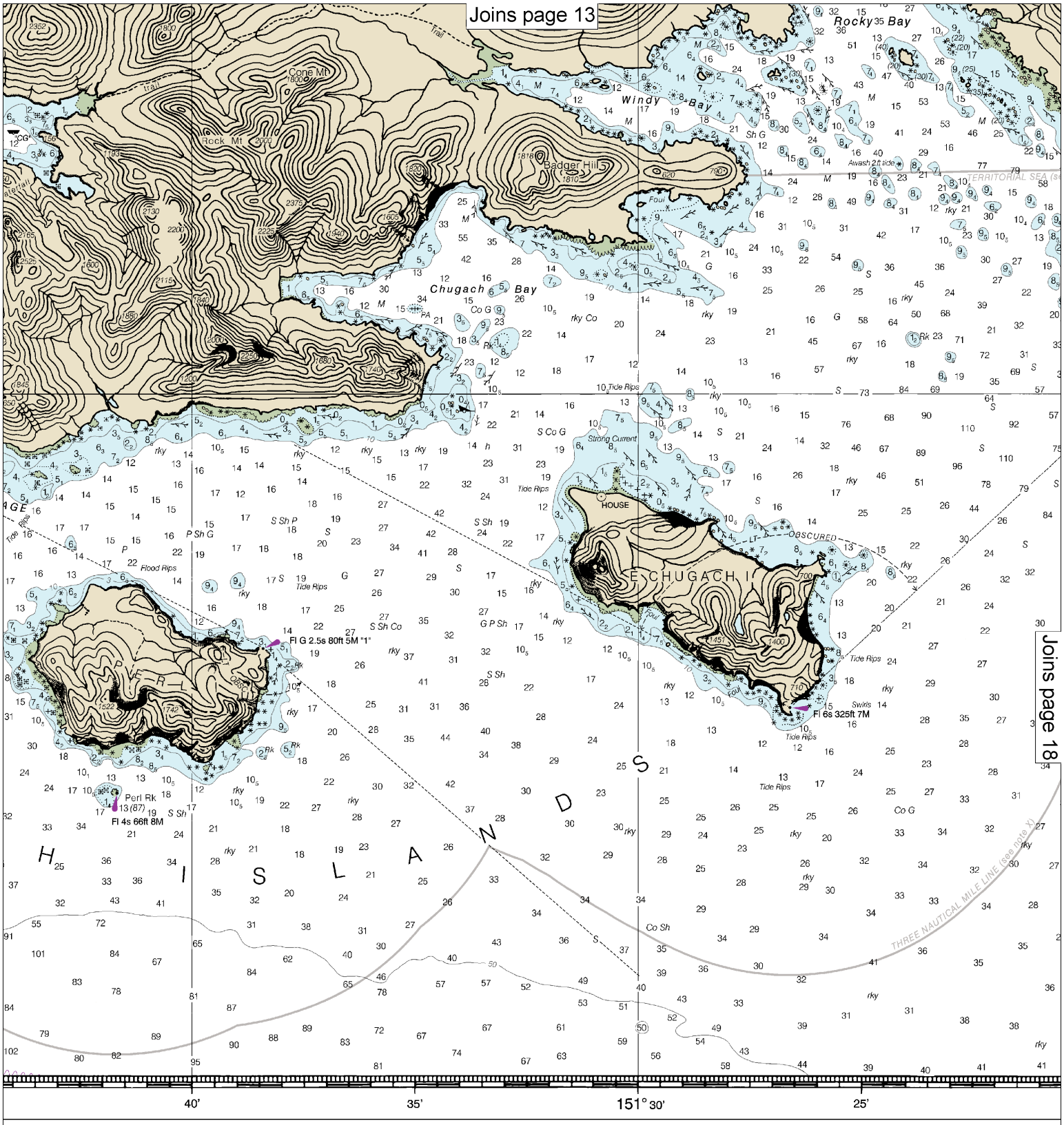
16645

20th Ed., Nov. 2011. Last Correction: 12/12/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.



NDINGS IN FATHOMS

FATHOMS AND FEET TO 11 FATHOMS)

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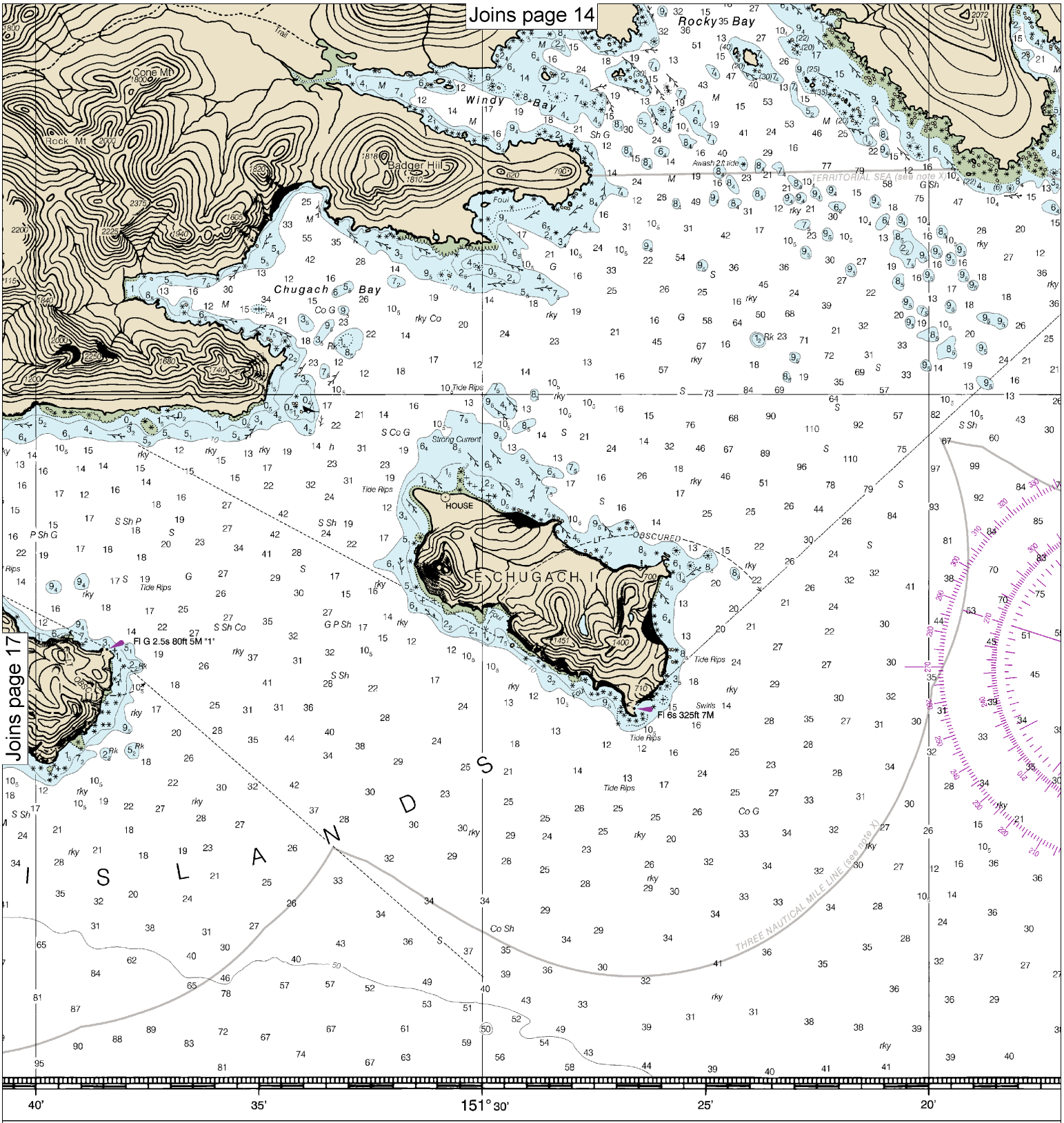
COAST SURVEY



FATHOMS

(11 FATHOMS)

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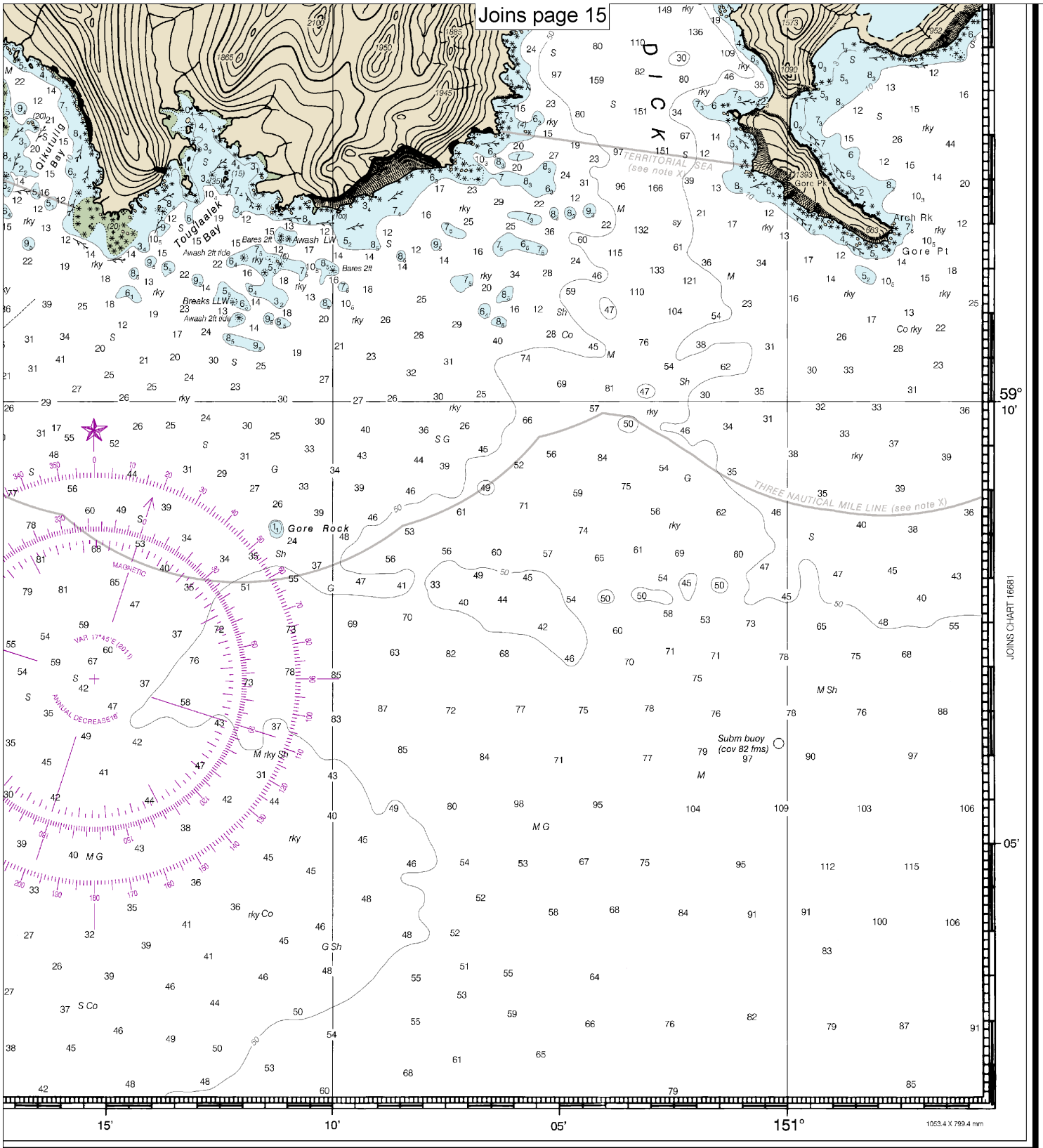

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Gore Point to Anchor Point

SOUNDINGS IN FATHOMS - SCALE 1:82,662

16645

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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